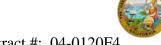
## **DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials Quality Assurance and Source Inspection

Bay Area Branch 690 Walnut Ave.St. 150 Vallejo, CA 94592-1133 (707) 649-5453 (707) 649-5493



Contract #: 04-0120F4

Cty: <u>SF/ALA</u> Rte: <u>80</u> PM: <u>13.2/13.9</u>

File #: 69.12

## DAILY PROJECT JOURNAL

Prime Contractor: American Bridge/Fluor Enterprises, a JV Report No: DPJ-000463 **Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island Dated: 16-Nov-2007

**Location:** Changxing Island, Shanghai, China

Subm	ittals(New / Total): CWR'	s: 17 / 47	<b>HSR's:</b> 0 / 10	<b>NCR's:</b> 0 / 13	
Item	Title	Detail			
1	Critical Weld Repairs (CWRs)	Today I rev	iewed the re-submittal (Revision	03) of CWR's 002-018. The	
		CWR's were	e submitted to make repairs to lo	ngitudinal stiffener welds on the	
		tower mock	-ups where the repair length exc	eeded 10% of the cumulative	
		length of the	e weld. The CWR's were appro-	ved as noted with the following	
		comments:	1) the Contractor indicated "we	eld size" it should read "weld	
		length" 2)	the modified procedures need to	be addressed in the	
		Contractor's	s fabrication procedures.		
2	Key conversations	I met with Gene Rosamelia and John Hamer (ABF) to discuss the critical			
		areas of the	Tower Anchorage Template bef	ore painting was to begin next	
		week. ABF	would like to meet early next w	reek at the template to positively	
		identify the	markings for control points and	template sectors. We also	
		discussed th	e use of the four insert template	s (at T1 lifting lug locations)	
		which are be	eing made by KFM at the jobsite	e	
3	Other important observations	At approxin	At approximately 0900 hours, I performed a walk-through of the Tower		
		Fabrication	work. During the walk-through	I observed the following: 1)	
		77-m Mock	-Up: MT was being performed of	on one of the two diaphragm	
		flange rings	2) 89-m Mock-Up: The longit	tudinal stiffeners were being	
		prepped for	welding on the Skins A and D a	nd welding was being	
		performed of	on the strut façade plates, the dia	phragms and diaphragm	
		stiffeners pl	ates were assembled and welded	; however, the weld access	
		holes in the	corners of the stiffener plates sti	ll needed to be cleaned out with	
		•	er 3) 114-m Mock-Up: the long	•	
		welded to S	kin C (Lower) and the long stiffe	ener welds were being examined	
		by Ultrason	ic Testing on Skin D (upper or lo	ower could not be identified). 4)	
		During the	walkthrough I could not locate th	ne work being performed on the	
		tower struts.			
4	Key conversations	During the l	During the Daily Stand-Up meeting, ABF indicated they were not planning		
		to augment	ZPMC with Lead Quality Contro	ol Inspector's to inspect the	
		welds for th	e tower struts which are designa	ted as SPCM's. After the	

meeting it was agreed, by both METS and Construction, that the

## **DAILY PROJECT JOURNAL**

(Continued Page 2 of 2)

requirement to have a Lead Quality Control Inspectors for the SPCM material would not be enforced on the Tower Mock-Ups; however, ABF would be informed that this will not be allowed during production. Jim Merrill stated he would go and discuss this issue with Mr. David Williams (ABF).

Inspected By:	Smith,Ryan	Quality Assurance Inspector
<b>Reviewed By:</b>	Wahbeh, Mazen	QA Reviewer